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The China Mail

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號七月十年四零百九千一英

HONGKONG, FRIDAY, OCTOBER 7, 1904.

日八廿月八年辰甲

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To South Africa ... Oct. 21st
To Australia ... Oct. 21st
To Canada ... Nov. 8th

CHINA PARCEL EXPRESS.
Office: 8, DUNDRELL STREET.
Hongkong, October 7, 1904.

Intimations.

THE HONGKONG GYMNASIUM CLUB.

At the FOURTH MEETING to be held on SATURDAY, the 8th inst. (weather permissibly) POST-ENTRIES will be accepted for the Ladies' Nomination Race. Entrance Fee \$5 to be paid at the time of entry.

GEO. K. HALL, BOTTLE MAN.

Notice.

A. GORDON, 1881, 1882, 1883, 1884, 1885, 1886, 1887, 1888, 1889, 1890, 1891, 1892, 1893, 1894, 1895, 1896, 1897, 1898, 1899, 1900, 1901, 1902, 1903, 1904, 1905, 1906, 1907, 1908, 1909, 1910, 1911, 1912, 1913, 1914, 1915, 1916, 1917, 1918, 1919, 1920, 1921, 1922, 1923, 1924, 1925, 1926, 1927, 1928, 1929, 1930, 1931, 1932, 1933, 1934, 1935, 1936, 1937, 1938, 1939, 1940, 1941, 1942, 1943, 1944, 1945, 1946, 1947, 1948, 1949, 1950, 1951, 1952, 1953, 1954, 1955, 1956, 1957, 1958, 1959, 1960, 1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, 1976, 1977, 1978, 1979, 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994, 1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 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3706, 3707, 3708, 3709, 3710, 3711, 3712, 3713, 3714, 3715, 3716, 3717, 3718, 3719, 3720, 3721, 3722, 3723, 3724, 3725, 3726, 3727, 3728, 3729, 3730, 3731, 3732, 3733, 3734, 3735, 3736, 3737, 3738, 3739, 3740, 3741, 3742, 3743, 3744, 3745, 3746, 3747, 3748, 3749, 3750, 3751, 3752, 3753

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Intimations.

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MARUNO-UCHI, TOKIO.

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which applies to all Branch Offices and
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SOLE PROPRIETORS of Takashima, (Ichi, Shimizu, Nanzatsu and Kami-
Yamada Collieries, and also Hojo Colliery, which will be ready to produce on a large
scale the best Buzon Coal from 1905.
Sole Agents for Kure, Kōmatsu (Tagawa) and Matsushima Coals.
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Coal sold in 1903 by the Company amounted to 1,210,000 tons.

TAKASHIMA COAL.
Now and additional shafts at the Takashima Colliery have been completed and this well-known best and most economical steam coal in the East is now produced in abundance and can be supplied in any quantity.
Hongkong, April 25, 1904. 777

CANTON DISTRICT.
LOCAL NOTICE TO MARINERS.
No. 68.

Establishment of Lights in the approaches to Canton.
NOTICE IS HEREBY GIVEN of the establishment of the following Lights in the approaches to Canton:

BLAKE POINT LIGHT.
This Light was exhibited for the first time at sunset on the 28th ultimo.
The illuminating apparatus is dioptric group consisting of the sixth order, showing a fixed WHITE LIGHT varied by four eclipses every 30 seconds, thus:—
Light..... 16 Seconds.
Eclipse..... 2 ..
Light..... 2 ..
Eclipse..... 2 ..
Light..... 2 ..
Eclipse..... 2 ..
Light..... 2 ..
Eclipse..... 2 ..

The Light, which is hoisted on a mast and is elevated 40 feet above high water, should be visible in clear weather at a distance of 10 nautical miles.

AMHERST POINT LIGHT.
This Light was exhibited for the first time at sunset on the 30th ultimo.

The illuminating apparatus is dioptric of the 6th order, showing a fixed RED LIGHT.
The Light, which is hoisted on a mast and is elevated 40 feet above high water, should be visible in clear weather at a distance of 7 nautical miles.

TIDE POLE LIGHT.
This Light, on the right bank of the river in Belcher Reach, was exhibited for the first time on the 4th instant.

The illuminating apparatus is dioptric of the seventh order, showing a fixed WHITE LIGHT.
The Light, which is hoisted on a mast and is elevated 40 feet above high water, should be visible in clear weather at a distance of 4 nautical miles.

J. HOWELL MAY,
Harbour Master.

Approved,
S. M. RUSSELL,
Deputy Commissioner of Customs in Charge,
Custom House,
Canton, October 5, 1904. 1819

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Hongkong, October 1, 1904. 1791

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MRS GRUNBERG.
Hongkong, July 12, 1904. 1287

Intimations.

GOVERNMENT BILLS.

TENDERS for SPECIE, BRITISH and MEXICAN DOLLARS, current in this Colony, in Exchange for Sterling Bills drawn at 10 days' sight on the Local Commissioners of His Majesty's Treasury, London, will be received by the Chief Paymaster, Army Pay Department, until 11 a.m. on the 10th October, 1904.
The Tenders to state the total amount (in Pounds Sterling) and the amount for which each Bill should be drawn, but no Bill will be issued for less than £100.
The tenders to be in Duplicate, and in Sealed Covers, addressed to the Chief Paymaster, Army Pay Department, and endorsed 'TENDERS FOR GOVERNMENT BILLS.' The right to accept or reject any or all of the tenders is reserved.
Copies of Forms of tender can be had on application.
GEO. H. FERRIER, Colonel, A.P.D.,
H.M. Treasury Chest Officer.
His Majesty's Treasury Office,
Fletcher Street, Hongkong,
5th October, 1904. 1817

HONGKONG JOCKEY CLUB.

THE HALF-YEARLY MEETING of Members of the above Club will be held at the CITY HALL on SATURDAY, the 9th OCTOBER, at 12.15 p.m.
By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, September 24, 1904. 1748

HONGKONG YOUNG MEN'S CHRISTIAN ASSOCIATION.

CHINESE DEPARTMENT.
26, DES VIGUE ROAD, CENTRAL.

THE NIGHT SCHOOL of the above will open for its regular Autumn Session on TUESDAY, October 4th. Books open for registration until October 15th.
SUBJECTS TAUGHT: Standard, Typewriting, Book-keeping, Commercial Correspondence, English (Primary, Intermediate, and Advanced), Mandarin, French, German, Japanese, Music, and the English Bible.
FEES very Moderate.
FULL PARTICULARS will be found in our printed EDUCATIONAL AND YOUNG MEN'S ASSOCIATION, which will be furnished upon application.
Hongkong, October 1, 1904. 1800

UNION INSURANCE SOCIETY OF CANTON, LTD.

NOTICE TO SHAREHOLDERS.
NOTICE IS HEREBY GIVEN that the THIRTY-FIRST ORDINARY YEARLY MEETING of the Society will be held at its HEAD OFFICE, No. 1, QUEEN'S BUILDINGS, HONGKONG, on THURSDAY, the 20th OCTOBER, 1904, at Noon, for the purpose of receiving the Report of the Directors together with Statement of Accounts for the year 1903, and for the half-year ending 30th June, 1904, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 10th October to the 20th October, both days inclusive.
By Order of the Board,
C. MONTAGUE EDE,
Acting Secretary.
Hongkong, September 21, 1904. 1716

CANTON INSURANCE OFFICE, LIMITED.

NOTICE TO SHAREHOLDERS.
THE TWENTY-THIRD ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the Office of the Company at 12 o'clock (Noon), on FRIDAY, the 21st OCTOBER.

The TRANSFER BOOKS of the Company will be CLOSED from the 7th to the 21st OCTOBER, both days inclusive.
JARDINE, MATHESON & CO.,
General Agents,
Canton Insurance Office, Limited.
Hongkong, September 29, 1904. 1772

HUMPHREYS' ESTATE & FINANCE CO., LTD.

THE SHARE CERTIFICATE No. 4724 for Fifty Shares Numbered 60951-61000 inclusive, Fully Paid-Up, standing in the Register in the name of JAMES ROBERTSON ALEXANDER of Shanghai, having been lost, Notice is hereby given that unless the said Certificate be produced at the Office of the Company, Alexandra Buildings, Des Vigne Road, Hongkong, before 23rd OCTOBER, 1904, a New Certificate for the said Shares will be issued and the Old Certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, September 23, 1904. 1739

A. S. WATSON & CO., LIMITED.

Issue of 30,000 New Shares of \$10 Each.

NOTICE.
THE TRANSFER BOOKS of the Company will be CLOSED from the 28th September, to 8th October, 1904, both days inclusive.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, September 27, 1904. 1781

相映 TAI WOO. 和泰
PHOTOGRAPHER and PORTRAIT PAINTER, FRAME MAKER.
LANDSCAPES, PICTURES & VIEWS FOR SALE.
No. 36, 2nd FLOOR, QUEEN'S ROAD, CENTRAL, HONGKONG.
Hongkong, September 4, 1904. 1828

QUONG HING LUNG,
FIRST-CLASS
Tailor and Outfitter.

30 Years' Experience in U.S.A.
UP-TO-DATE CUTTER.
PERFECT FIT GUARANTEED.
FANCY GOODS DEALER.
PRICES VERY LOW.
No. 96, Queen's Road, Central, Hongkong.
Hongkong, September 14, 1904. 1838

Intimations.



Hongkong, September 23, 1904. 1378

CANTON DISTRICT.
LOCAL NOTICE TO MARINERS.
No. 67.

Removal work at Canton River Barriers; precautions to be observed by passing vessels.

NOTICE IS HEREBY GIVEN that removal work at the Canton River Barriers will shortly commence, and that, with a view to avoid endangering the lives of those engaged on it, the following rules should be observed by passing vessels.

1. When a Red and White Flag (International H.) is shown from a Barrier, or from a Boat in the neighbourhood of a Barrier, it will indicate that the wash of a steamer is liable to endanger life and property.

Under these circumstances a steamer should pass that neighbourhood at as slow a speed as possible.

2. When a Red Flag is shown from a Barrier, or from a Boat in the neighbourhood of a Barrier, it will indicate that a vessel must not, so long as that flag is flying, attempt to pass the barrier.

This latter is an emergency signal to meet possible contingencies.
J. HOWELL MAY,
Harbour Master.

Approved,
S. M. RUSSELL,
Deputy Commissioner of Customs.
Custom House,
Canton, October 1, 1904. 1803

PURE LINSEED OIL
Awarded Bronze Medal at the Paris Exhibition, 1900.
Gold Medal at the Indian Industrial Exhibition 1883, 1900 & 1901.

MANUFACTURED BY
THE GOURGEPRE CO., LD.,
CALCUTTA.

Contractors to the Military and Public Works Departments, State Railways, and all large Consumers throughout India, the East, and the Colonies.

W. R. LOXLEY & CO.,
Sole Agents,
Hongkong.
Cable Address 'LOXLEY,' Hongkong,
Hongkong, July 22, 1903. 1519

WANG HING & CO.,
DEALER IN
JEWELLERY AND LACQUERED WARE.
No. 71, QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, August 29, 1904. 1832

NAM SING,
U. S. ARMY TAILOR,
47, QUEEN'S ROAD CENTRAL.
BRAND NEW STOCK IN HAND.
Hongkong, September 3, 1904. 1830

ZETLAND HOUSE.
SUPERIOR ACCOMMODATION.
(Opposite Connaught House).
No. 10, QUEEN'S ROAD CENTRAL.
MODERATE CHARGES.
MRS WATLING, Proprietress.
Hongkong, July 27, 1904. 1874

JUST ESTABLISHED:
WING SUN & CO.,
No. 54, QUEEN'S ROAD CENTRAL
(Premises formerly occupied by Messrs C. J. GAUF & Co.).
High-class Tailors & Outfitters,
Shirt and Breeches Makers.

FIT, Quality, Workmanship Guaranteed.
PRICES VERY MODERATE.
NOW SHOWING—New Lot of STRAW HATS, FELT HATS, PANAMAS, UMBRELLAS, WALKING STICKS, BOOTS and SHOES, &c., &c.

INSPECTION INVITED.
Telephone No. 467.
Hongkong, August 4, 1904. 1429

MESSRS COOPER & CO.
TAILORS, DRAPEES & OUTFITTERS.

BEG to announce that having engaged the Services of a COMPETENT CUTTER, with a thorough knowledge and experience of Gent's Requirements, they are now in a position to undertake all Orders for every description of Tailoring Work and a Correct Fit and Style Guaranteed.

Every Requisite for Gent's Wear and personal use supplied at the most Reasonable Prices.
A Trial Order Earnestly Solicited.
Hongkong, September 8, 1904. 1439

SALE.
ONE ICE-MAKING MACHINE, with GAS ENGINE Complete.
For Full Particulars, apply to
HUGHES & HOUGH,
3, Des Vigne Road.
Hongkong, June 27, 1904. 1781

Auctions.
PUBLIC AUCTION.
THE Undersigned has received instructions to Sell by Public Auction, on
SATURDAY
the 8th October, 1904, at 2.30 p.m., at his Sales Rooms, QUEEN'S ROAD, a
FINE ASSORTMENT of
JAPANESE CURIOS,
FINE ART, OLD SARAWAK SILVER CLOVES, FANCY BRONZES, IVORY STICKS and UMBRELLA HANDLES, ALBUMS, IVORY LAMPS, ENAMELLED SILK EMERALD JEWELLERY, &c., &c.
TERMS OF SALE:—As Customary.
Y. I. REMEDIOS,
Auctioneer.
Hongkong, October 3, 1904. 1806

SIEN TIAN-CO,
Surgeon, D.D.S.,
No. 14, D'ARVILLE STREET.
TERMS VERY MODERATE.
Consultation Free.
Hongkong, April 24, 1900. 623

THE KING'S PRIVATE SECRETARY.

His Majesty has no time for the cultivation of the stately style of letter writing which characterised the early decades of the last century. But he never finishes a word with an unintelligible syllable, and does not observe the practical referring to people and places by their initial letters, except in family notes, when he would not hesitate to write of 'G.' or 'V.' To his relatives in Denmark he refers to her Majesty as 'Alix'; to all others as 'the Queen,' only in exceptional cases as 'Queen Alexandra.' There are, however, some little time-saving idiosyncrasies which were adopted long ago, and have been perpetuated. Thus a favourite form of subscription consists of the synecdochical words, 'Yrs. v. sincerely.' Of course, much of the King's letter writing is delegated to Lord Knollys, his Private Secretary (says the Penny Magazine). His lordship is a remarkable combination of the old-world aristocrat and the keen and modern man of business. He is a spare man with crisp, curling white hair, surmounting a refined and thoughtful face. He has a certain picturesque dignity and reserve about him. In his frock overcoat and silk hat he might be taken for a beau of a hundred years ago, spick and span, and bearing the marks of an inborn courtliness and grace. Those who meet Lord Knollys outside his work know him as a man immaculate in dress, precise in manner and deportment. They should see him in his room at Buckingham Palace. He sits there in shirt-sleeves, cuffs tucked up, dealing with his Majesty's correspondence and other work with a celerity and an astuteness that would do credit to the keenest man of business in the City. The King's Secretary says little, but when he speaks he goes straight to the point. He is a master of the snub in its various phases, as bows and cranks have found to their cost. And yet he has a wonderful fund of considerate kindness. Some little while ago a London Press man who happened to be the only one of his craft at a meeting where the King made a little speech, went to Lord Knollys with his transcript, and asked his lordship to glance over the copy. Lord Knollys dashed the reporter's hopes by saying he was not present at the meeting. The Press man was disappointed, for he feared he had made some mistake. 'Come back in two hours,' said Lord Knollys, taking the copy. He returned at the appointed time, and found his copy corrected in a strange hand. Lord Knollys had gone to the King himself, and his Majesty had made the correction.

PHYSICAL EDUCATION IN AMERICA.

Perhaps the most magnificent feature in American Physical Education is the Government distributes wonderful pamphlets free to all who apply for them at Washington. Professor Atwater is the Editor of a number of these, dealing with food—the value of milk as a food, the value of fruits and nuts as foods, the effect of cooking, the costs of foods in proportion to their nutritive value, the different diets of different classes, and so on—all gratuitous. Professor Atwater himself serves as a good instance of what is done in America. A tireless worker at statistics, an inventor of the calorimeter (an apparatus for measuring how much heat the body gives off), he is employed at a fixed salary by the Government to carry out food-investigations, and these investigations he has carried out admirably, without any prejudice. Having a fixed salary he is not compelled to 'pull' anyone's articles. The Government pays the individual organs. Under him individuals and groups work out, collect, and arrange statistics. Experiments are now being made at various universities; these will be recorded each in its own Government pamphlet—not a large and dull blue-book of statistics, but a short book with statistics and theories and practical lessons as well. Or consider Professor Gates, a chemical investigator at Washington. He also has a Government post, though we believe that he was subsidised by private subscription. Among his published theories or facts are these in connection with condensation, and the effects of emotions upon the blood and other secretions and excretions of the body. Here are two of his experiments; we do not vouch for their accuracy; we merely cite them as extremely interesting. Sitting evenly balanced, dip your two hands into two vessels quite full of water of the same temperature. Now, keeping still, send your whole thought and attention into your right hand; that, says Gates, will warm the water and make it overflow, because it will send more blood to your hand and increase the temperature of it. Now withdraw your thought from that hand to the other; after a time the water will cool and subside; the water in the other vessel will become warm and will overflow. Again, Professor Gates says that he has taken people under the influence of different emotions—sorrow, anger, fear, joy—and has put them in isolated chambers. He has collected their breath in separate tubes; to this breath he has applied a chemical reagent; and the result has been in each case the appearance of a different colour, the result of sorrow being grey, the result of anger being red, and so on, when the reagent was rhodopsin.—*Cassell's Physical Educator.*

To Let.

Another New Cruiser.

REGISTERED DESCENDANTS

Hongkong, September 2, 1904.

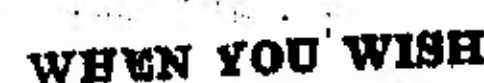
TO LET.

N^o. 4, ORMSBY VILLAS, Kowloon.

Apply to

SAM WANG & CO., LD.,
81, Queen's Road Central.

Hongkong, July 30, 1904.



COOL SMOKE

WHY NOT TRY

FRONTIER

MIXTURE

British American

Tobacco Co., Ltd

AGENTS.

MAIL STEAMER DEPARTURES.

The following table is a chronologically arranged list of mail steamers sailings to Europe, America, Canada, and Australia. Coast ports, Manila, and Japan are not given, for steamers are constantly sailing for those ports. All the American steamers call at Japan, and the majority of the Australian boats call at Manila, and, in addition to these vessels, special steamers run there. The departure of every steamer is subject to alteration. The P. & O. mails usually reach London in about 38 days, and the French and German in about 28 or 30 days.

EUROPEAN MAIL

DEP.	STEAMER.	DESTINATION.	WEEKLY DUE LONDON ABOUT.	DUE.
Oct. 8	P. & O. Bengal	London	Nov. 4	13
" 12	G. M. S. Sassen	Hamburg	" 16	25
" 18	M. M.	Marseilles	" 20	" 15
" 22	P. & O. Malta	London	" 25	27
" 26	G. M. S. Zienten	Breman	" 30	" 27
Nov. 1	M. M.	Marseilles	Dec. 4	15
" 5	P. & O. Coromandel	London	" 19	20
" 9	G. M. S. Prinzess Alice	Hamburg	" 23	25
" 13	P. & O. Simla	London	" 27	" 25
" 19	G. M. S. Prinz Regent	Hamburg	" 27	" 25
" 23	G. M. S. Prinz Regent	Hamburg	" 27	" 25
" 24	Luitpold	Marseilles	Dec. 28	Jan. 2
" 24	M. M.	London	Jan. 1	" 2
Dec. 3	G. M. S. Chusan	Hamburg	" 15	" 2
" 7	P. & O. Preussen	London	" 15	" 2
" 17	P. & O. Nobia	London	" 15	" 2
" 21	G. M. S. Prinz Eitel	Hamburg	" 25	" 2
" 27	Friedrich	Marseilles	" 29	Feb. 2
" 31	P. & O. Bengal	London	" 29	" 2

AMERICAN MAIL

DEP.		STEAMER.	DESTINATION.	DUE.
				Nov.
Oct.	11	P. M. S. Manchuria	San Francisco	
"	10	P. & A. Nacantha	Portland, O.	"
"	20	P. M. S. Coptic	San Francisco	"
"	20	N. P. L. Lyra	Tacoma	"
"	27	P. & A. Nicomedia	Portland, O.	"
Nov.	1	do.	do.	"
"	10	do.	do.	"
"	19	P. & A. Arabia	Portland, O.	"
"	23	P. M. S. Mongolia	San Francisco	"
Dec.	2	do.	China	"
"	15	do.	do.	Jan.
"	27	do.	Siberia	"
1905				Feb.
Jan.	7	do.	Coptic	"
"	19	do.	Korea	"
"	31	do.	Gaelic	Mar.
Feb.	11	do.	Mongolia	"

CANADIAN MAIL

DEP.	STEAMERS.	DESTINATION.
1878		Vancouver.
Oct. 12	C. P. R.	do.
Nov. 19	do.	do.
Nov. 2	do.	do.
18	do.	do.
1904.		
Dec. 14	do.	do.
28	do.	do.
1905		
Jan. 11	do.	do.
25	do.	do.
Feb. 8	do.	do.

AUSTRALIAN MAIL

Mo.	1873	DEP.	STEAMER.	DESTINATION.
FLOOR				Sydney.
Passe-	Oct. 15	E. & A. Australian		do.
	" 28	C. N. T. i-yuan		do.
	Nov. 16	E. & A. Empire		do.
	" 16	C. N. Teinai		do.
RY,				do.
h. Ld.	Dec. 9	C. N. Changaha		do.
	" 14	E. & A. Eastern		do.
1791	" 28	C. N. Chingtu		do.
	1805			
107 A.	Jan. 11	E. & A. Australian		do.
	" 20	C. N. Taisuan		do.
	Feb. 8	E. & A. Empire		do.
	" 11	C. N. Teinai		do.
NG KEE,	" 11	E. & A. Eastern		do.
Road.	Mar. 8	" Australian		do.
	April 6	" Empire		do.
1796				

His Britannic Majesty's Ships on the China Station.

Name.	Class	Tons.	Guns.	I.H.P.	Captain.	Last reported at.
Albion	despatch-vessel	1790	12	3000	Comdr. Richard M. Harbord	Hongkong
Albatross	battleship, 1st class	12,850	42	13,500	Captain Sydney R. Fremantle	Wahaiwai
Albatross	battleship, 1st class	6 860	6	1400	Commander R. Nugent	Behring Sea
Albatross	cruiser, 1st class	11,000	18	18,000	Capt. Charles Windham, C.V.O.	Wahaiwai
Albatross	cruiser, 1st class	11,000	18	16,500	Capt. R. N. Ommannay	Wahaiwai
Albatross	gunboat, 1st class	710	6	1300	Lieut.-Com. O. M. Makins	Wahaiwai
Albatross	gunboat, 1st class	710	6	1300	Lieut.-Comdr. T. D. Pratt	Yangtze
Albatross	battleship, 1st class	10,160	14	13,000	Captain Egan	Wahaiwai
Albatross	cruiser, 1st class	12,000	14	21,000	Captain Henry M. Tator	Hongkong
Albatross	water tank and tug	390	—	970	Comdr. Ernest Comdr.	Singapore
Albatross	sloop	1070	10	1400	Comdr. Ernest Comdr.	Wahaiwai
Albatross	torpedo boat destroyer	350	6	6700	Comdr. P. V. Lewis, D.S.O.	Shanghai
Albatross	cruiser, 3rd class	1830	12	3200	Captain Hon. Walter G. Stopford	Wahaiwai
Albatross	battleship, 1st class	13,350	18	13,500	Reserve	Hongkong
Albatross	torpedo boat destroyer	275	6	4000	Reserve	Wahaiwai
Albatross	torpedo boat destroyer	275	6	4000	Lieut.-Comdr. P. M. Hoades	Wahaiwai
Albatross	storeship	1840	—	800	Captain W. B. Fancher	Shanghai
Albatross	cruiser, 3rd class	3600	17	9000	Lieut.-Comdr. A. Gregory	Wahaiwai
Albatross	torpedo boat destroyer	280	6	3900	Lieut.-Comdr. O. P. Matonoff	Yangtze
Albatross	river gunboat	4	—	4	Captain Francis G. Kirby	Wahaiwai
Albatross	cruiser, 1st class	14,100	18	31,500	Lieut.-Comdr. F. B. Nobis	West River
Albatross	river gunboat	12,950	18	13,500	Captain T. G. Great	Wahaiwai
Albatross	battleship, 1st class	357	6	6300	Reserve	Hongkong
Albatross	torpedo boat destroyer	1015	6	1400	Comdr. C. John Nicholas	Wahaiwai
Albatross	sloop	835	6	680	Commander E. E. Moore	Leban
Albatross	Surveying-vessel	880	10	1400	Com. D. S. A. Wake	Straits Division
Albatross	sloop	880	8	240	Lt.-Com. R. E. Vaughan	West River
Albatross	river gunboat	880	6	1400	Comdr. Vivian	Hongkong
Albatross	river gunboat	880	6	240	Lt.-Com. H. T. Atay	West River
Albatross	cruiser, 2nd class	3600	8	0000	Capt. O. H. H. Moor	Mine Bay
Albatross	river gunboat	85	2	240	Lt.-Comdr. Davidson	Yangtze
Albatross	torpedo boat destroyer	250	6	6500	Flot Reserve	Hongkong
Albatross	receiving ship	4500	—	—	Commodore Dicken	Wahaiwai
Albatross	river gunboat	180	2	800	Lt.-Comdr. E. V. Dunsmore	Yangtze
Albatross	river gunboat	3400	8	9000	Capt. J. E. O. Wilkinson	Wahaiwai
Albatross	cruiser, 2nd class	365	3	200	Lieut.-Comdr. R. H. Keate	Yangtze
Albatross	coast defence gunboat	12,950	18	13,500	Capt. Leslie Stuart, C.M.G.	Wahaiwai
Albatross	battleship, 1st class	980	6	1400	Comdr. S. St. John Farquhar	Shanghai
Albatross	sloop	355	6	6300	Reserve	Hongkong
Albatross	torpedo boat destroyer	620	—	450	Comdr. Ernest C. Hardy	Wahaiwai
Albatross	surveying ship	390	6	5000	In Reserve	Upper Yangtze
Albatross	torpedo boat destroyer	150	2	500	Lieut.-Com. C. W. Wrightson	Upper Yangtze
Albatross	river gunboat	150	2	500	Lieut.-Com. Wason	Upper Yangtze
Albatross	river gunboat	150	2	500		

Colonel Sir Gerard H. Noel, Commander-in-Chief

* Flag of Admiral Sir Gerard D. D'Almeida

Foreign Men-of-war of the China and Japan Station

	Name.	Flag and Description.	Tons.	Gun.	H.P.	Captains.	
	Aspern	Austro Hungarian cruiser	2437	20	7300	Capt. Friedrich Grisenberger	Shanghai
	Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8000	Captain Mirl	Shanghai
	Achéron	French armoured gunboat	1796	10	1700	Comdr. Laferrière	Salgon
	Alouette	French gunboat	390	7	400	Lieut. A. Varoy	Salgon
	Argus	French gunboat	123	3	500	Lieut. Crespin	Canton
	Asio	French gunboat	476	3	450	Lieut. Jurgner	Salgon
	Avalanche	French gunboat	140	5	150		Haiphong
	Bengali	French gunboat	580	6	400		Salgon
	Bugeaud	French cruiser	3740	29	8000	Capt. Lefèvre	Haiphong
	Cassate	French gunboat	140	5	150		Wouang
	*Châteaurenault	French cruiser	8018	18	17,000	Captain V. Pojeiloue	Haiphong
	Comète	French gunboat	525	10	435	Commander Léal	Salgon
	Comandante	French gunboat	690	10	900	Commander L'Est	Salgon
	D'Assas	French cruiser	4000	31	8500		Salgon
	Eaton	French gunboat	350	7	393	Lieut. Jehenne	Haiphong
	Froude	French destroyer	9376	39	20,200		Shanghai
	Guédon	French cruiser	307	7	370	Lieut.-Comdr. Beaussant	Hongkong
	Henri Riviere	French destroyer	1260	5	2200	Commander Le Gollou	Shanghai
	Javeline	French gunboat	9700	12	18,800	Captain Cros	Hongkong
	Kersaint	French cruiser	4015	27	8500	Capt. Hourst	Yankee
	Montcalm	French gunboat	9437	8	6071	Comdr. Senne	Salgon
	Olry	French cruiser	1796	10	1700	Capt. Vincent	Salgon
	Pascal	French gunboat	8855	20,000	Captain Guibertau	Shanghai	
	Redoutable	French cruiser	629	2	500	Lieut. Holgue	Yankee
	Sty	French gunboat	6150	23	4560	Captain Elondel	Along Bay
	Sully	French gunboat	123	7	500	Lieut. Carol	Canton
	Surprise	German cruiser	1857	15	2900	Comdr. Huss	Wouang
	Takbar	German flag ship	11,000	38	14,000	Captain Crow	Shanghai
	Tanbar	German cruiser	1776	15	2600	Comdr. von Studin	Kiuchow
	Vigilante	German cruiser	8530	34	10,000	Capt. Schroeder	Nanking
		German cruiser	6650	37	10,000	Capt. Baron Schimmelmunn	Shanghai
		German gunboat	1000	10	1300	Comdr. Wilbrandt	Shanghai
		German gunboat	900	10	1300	Comdr. Kroecke	Shanghai
		German gunboat	850	10	1344	Comdr. von Grumbkow	Shanghai
		German gunboat	1009	8	875	Comdr. von Perow	Shanghai
		German gunboat	1840	15	2940	Captain Velt	Shanghai
		German cruiser	2089	24	840	Capt. Demling	Shanghai
		German cruiser	940	10	1300	Comdr. Giebbel	Canton
		German gunboat	170	5	1370	Lieut. Scharf	Shanghai
		German gunboat	2300	10	7471	Captain Borel-Rice	Shanghai
		Italian cruiser	3910	29	700	Captain Franchero	Shanghai
		Italian cruiser	2498	29	700	Capt. Fencetto	Shanghai
		Portuguese cruiser	1837	14	4000	Captain Antas Ribeiro	Shanghai
		Portuguese gunboat	730	20	6000	Capt. Manuel Vasco de Carvalho	Shanghai
		Portuguese cruiser	3315	20	6000		Shanghai
		Russian gunboat	810	8	730	Comdr. Saint-r	Shanghai
		Russian cruiser	2600	5	4700	Comdr. Gerasimchikoff	Shanghai
		Russian cruiser	6000	27	24,000	Capt. Reizenscheit	Shanghai
		Russian cruiser	7800	13	15,000		Shanghai
		Russian gunboat	1050	8	1150	Comdr. Erjekowitch	Shanghai
		Russian cruiser	6649	12	19,500		Shanghai
		Russian cruiser	4131	6	8000		Shanghai
		Russian cruiser	1456	3	1700	Capt. Nasarowsky	Shanghai
		Russian gunboat	256	7	3500	Comdr. Yordet	Shanghai
		Russian gunboat	1490	6	2000	Comdr. Zagaransky	Shanghai
		Russian gunboat	12,384	44	14,500	Captain Shumoff	Shanghai
		Russian gunboat	1090	6	1000	Comdr. Shumoff	Shanghai
		Russian gunboat	1224	7	1400	Comdr. Goren	Shanghai
		Russian cruiser	3000	6	17,000		Shanghai
		Russian gunboat	1490	6	2000	Comdr. Vasiloff	Shanghai
		Russian gunboat	12,674	15	14,500	Captain Koroleff	Shanghai
		Russian gunboat	10,960	16	10,000	Captain Jakovlev	Shanghai
		Russian gunboat	13,874	16	14,500	Capt. Zagaransky	Shanghai
		Russian gunboat	10,960	16	10,000	Captain Ostroff	Shanghai
		Russian cruiser	1534	18	1788	Comdr. Liver	Shanghai
		Russian gunboat	12,802	18	18,000		Shanghai
		Russian gunboat	12,802	68	17,000	Captain Sipelrennikoff	Shanghai
		Russian protected cruiser	10,923	25	13,250	Capt. Matsuev	Shanghai
		Russian protected cruiser	10,960	18	10,600	Capt. Berebrantoff	Shanghai
		Russian gunboat	950	2	1125	Lieut.-Comdr. Iranoff	Shanghai
		Russian gunboat	500	9	8300	Comdr. Zagoriansky-Klase	Shanghai
		Russian cruiser	1230	15	1194	Comdr. Abramoff	Shanghai
		U. S. cruiser	3789	28	7500	Capt. Dyer	Caviti
		U. S. gunboat	1000	12	1227	Capt. Rohrer	Shanghai
		U. S. torpedo-boat destroyer	420	7	8000	Lieut. G. Williams	Shanghai
		U. S. torpedo-boat destroyer	420	7	8000	Lieut. Irwin	Shanghai
		U. S. gunboat	2	8	800	Lieut. Dyer	Shanghai
		U. S. torpedo-boat destroyer	420	7	8000	Lieut. E. P. Joseph	Shanghai
		U. S. cruiser	3218	18	7500	Comdr. Hugo Osterhaus	Shanghai
		U. S. torpedo-boat destroyer	420	7	8000	Lieut. H. E. Arnold	Shanghai
		U. S. torpedo-boat destroyer	420	7	8000	Lieut. A. W. Knox	Shanghai
		U. S. torpedo-boat destroyer	420	7	8000	Lieut. H. E. Arnold	Shanghai
		U. S. gunboat	660	10	8000	Lieut. F. E. Bacon	Shanghai
		U. S. gunboat	1292	8	1888	Comdr. F. E. Bacon	Shanghai
		U. S. gunboat	8890	6	3000	Captain V. E. Bacon	Shanghai
		U. S. monitor	4084	4	824	Lieut. J. B. Milham	Shanghai
		U. S. monitor	3437	20	7000	Comdr. G. R. Barber	Shanghai
		U. S. cruiser	10,596	25	11,111	Captain Burwell	Shanghai
		U. S. gunboat	2	3	350	Ensign J. E. Bacon	Shanghai
		U. S. gunboat	901	3	250	Capt. Bennett	Shanghai
		U. S. gunboat	4090	14	7500	Capt. J. B. Collins	Shanghai
		U. S. cruiser	3218	18	7500	Capt. Marshall	Shanghai
		U. S. cruiser	4098	27	9913	Captain V. E. Bacon	Shanghai
		U. S. cruiser	1000	13	1111	Comdr. Marshall	Shanghai
		U. S. gunboat	317	3	334	Lieut. H. A. Wiley	Shanghai
		U. S. gunboat	1809	8	1884	Comdr. A. W. Dodd	Shanghai
		U. S. gunboat	12,000	50	12,000	Captain Oliver	Shanghai

Flagship of Rear-Admiral Foulder.

There is also a Philippines U.S. Squadron

* Flagship of Rear Admiral de J

+ Flagship of Vice-Admiral Bayle

SALES ADDRESS: "ACHEE," HONGKONG.
A. S. C. CODE, 4TH EDITION.

ESTABLISHED 1859.
ACHEE & CO

利廣
No. 17,
QUEEN'S ROAD,
HONGKONG.

Furniture
Dealers.

DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.

ELECTRO-PLATED,
GLASS and
CHINA WARES.

PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS,
and HOUSEHOLD
REQUISITES.

WM. POWELL,
LIMITED.
HOURS, 8.30 a.m. to 6 p.m.

SEASON 1904-5.
ON
MONDAY, 3rd OCTOBER,
WE SHALL HAVE ON VIEW THE
FOLLOWING FINE SELECTION
OF NEW GOODS:-

LADIES' DEPT.,
ALEXANDRA
BUILDINGS.

Silk and Satin Ribbons, Rich
Trimming, Dainty Motifs, Plain
and Fancy Dress Materials,
Trimmed and Untrimmed Felt
and Straw Hats, Lace Fichus and
Scarves, Violette Flannels, Flowers
and Follage, Wings and Quills,
Fancy Chiffons, Silks and Gauzes,
Smart Winter Jackets.

FURNISHING
DEPARTMENT.

Madras Curtain Muslins, Print
of Bateaux, New Cretonnes, Hem-
med Linen Pillow Cases and Table
Cloths, Linen Hookerback Towels,
Crimmerly Tray Cloths and
Covers, Splendid Selection of
Kitchen Napkins and Table
Cloths, Carpets and Carpet
Squares, Rugs, in all makes and
patterns, etc., etc.

MENT'S DEPT.,

8, Queen's Road
HOURS, 8.30 a.m. to 6 p.m.

Black Felt Bowler Hats, Straw
Hats, Tweed 'Kenyon' Hats, a
Selection of Motor Caps,
Shirts and Collars, Walking
Dress Boots, Patent Oxford
Shoes, Flannel Pyjamas, Fine
Selection of Travelling Rugs,
Underwear, etc., etc.

TRADE MARK.
TELEPHONE No. 135.
THREE PLACED WHISKIES:

1st—**KING EDWARD VII.**
VERY OLD LIQUEUR.
Gold Label\$22.00

2nd—**KING EDWARD VII.**
LIQUEUR.
White Label... ..\$16.50

A Good 3rd—

'CLUB' \$15.00
A Whisky that is perfect with 'TAN-
SAN' Water.

SOLE AGENTS:
H. PRICE & CO.,
12, Queen's Road Central.

MEMOS. FOR TO-MORROW.
Auction.

2.30 p.m.—Auction of Japanese Curious,
etc., at Mr V. I. Remedios' Sales
Rooms.

Meetings.
12.15 p.m.—Meeting of Hongkong Jock-
Club at City Hall.

3.30 p.m.—Fourth Meeting of Hongkong
Gymkhana Club at Happy Valley.

Miscellaneous.
2.30 p.m.—Spoons Competition of The
Hongkong Rifle Association.

General Memoranda.

SUNDAY, October 9—
Goods per Indragout not cleared on this
date subject to rent.

MONDAY, October 10—
11 a.m.—Government Bills received by
Chief Paymaster, Army Pay Depart-
ment.

Noon—Meeting of The Hongkong Steam
Water Boat Co., Ltd., at the Registered
Office.

Transfer Books of Union Insurance So-
ciety of Canton, Ltd., Close from this
date to 20th October inclusive.

THURSDAY, October 13—
Goods per Orcomandel not cleared at
4 p.m. on this date subject to rent.

THURSDAY, October 20—
Noon—Meeting of Union Insurance So-
ciety of Canton, Ltd., at Head Office.

FRIDAY, October 21—
Noon—Meeting of Shareholders of Can-
ton Insurance Ltd., at Messrs Jardine,
Matheson & Company's Office.

THE HONGKONG DISPENSARY.

SEASONABLE

SPECIALITIES.

Highly
Recommended

WATSON'S

BALSAM of ANISEED.

WILD CHERRY

COUGH SYRUP.

WATSON'S

QUININE AND IRON

TONIC.

WATSON'S

TAI YUEK FONG HAIR

WASH.

GLYCERINE & QUIN-

INE HAIR WASH.

WATSON'S

CHERRY TOOTH

PASTE.

A. S. WATSON & Co., Limited,

ALEXANDRA

BUILDINGS.

BIRTH.
On October 8 at Villa Hans, 46, Sims
Road, Shanghai, the wife of FERNAND
BORNHANS, of a Daughter.

MARRIAGE.
On October, at H.B.M. Consulate-
General before Sir Pelham H. Warren,
K.C.M.G., and afterwards at St. Joseph's
Church, French Concession, Shanghai, by
the Rev. M. Kennedy S. J. GREGORY DEIRZ
to GREGORIA RIBEIRO, both of Shanghai.

DEATHS.
On September 23, at Tokyo, the only son
of Mr and Mrs Goro. Kuroki, aged 2 months
and 18 days.

At the Government Civil Hospital,
Singapore, on the 7th instant, of enteric
fever, JAMES YOUNG, late master of the
Indo-China S.S. *Suisany*, and of St. Ives,
Cornwall.

NOTICE TO CORRESPONDENTS.

All business communications for this
office should be addressed to THE MANA-
GER.

Communications intended for publication
should be addressed to THE EDITOR, and
not to any person by name.

We cannot undertake to return rejected
communications.

Any communication not accompanied
by the signature of the writer will be
rejected without consideration.

All communications must be legibly
written upon one side of the paper.

Telephone, No. 22.

The publication of this issue commenced
at 4.45 p.m.

The China Mail.

HONGKONG, FRIDAY, OCTOBER 7, 1904.

EDITORIAL COMMENT.

Fortune-tellers.

The palmists and other
varieties of fortune tel-
lers who batten upon the
credulous public at Home
are at present having a bad time.

Mails just to hand show that those
prosecuted by the *Daily Mail's* agency
on a charge of obtaining money by false
pretences have been committed for
trial. Now this is a rude blow to a
not uncommon superstition. For un-
told ages the belief in this science, the
idea that future fate is graven on the
palms of the hands, has been popular.

Aristotle believed it firmly, and India
has had the practice for centuries. It
is known that many royalties consult
chiro-mancers, and it is quite possible
that the practitioners of the art believe
in it themselves. But the British law
is a wonderful thing, and no one ever
knows what respectable institution will
come under its ban next. Its touch-
stone for everything is the pushing of
money. So long as there is no money
in the question you may believe and
teach anything you please, but the
moment a guinea—or a common 'bob'—
enters upon the scene not the most
pious and persevering of churches or
individuals is safe for one moment.

Speaking for ourselves we attach no
importance to phrenology or palmistry,
but we do think the British Law is
undertaking a tough task when it
endeavours to root out by Court process
beliefs that are as old as the race. It
is a difficult job to prevent fools and
their money becoming parted. No
difficult, indeed, that no burly Police-
man, backed as he might be by act of
Parliament, will be able to stop it.

The betting is about
five to two on Mr
Roosevelt's return as
President of the United
States. Both candi-
dates are excellent men, and it is doubt-
ful whether it is to the advantage of
the Republic that a president should
be allowed to contemplate the possibility
of a second term. It seems that it
might lead a man to carry on his duties
with one eye on the next election, but
no such accusation can be brought
against Mr Roosevelt. He has been so
vigorous in impressing his own views
on the course of policy in fighting the
trusts and in Americanising the Fili-
pino as to clear himself at once of
any charge of timeserving. Judge
Parker is an excellent man free from
any taint of Bryanism. Both candi-
dates are so good that the decisive fac-
tor will probably be the record, in which
the president has the advantage of the
lawyer. The issue of Philippine
independence has been definitely in-
troduced into the campaign, Judge
Parker declaring himself in favour
of 'independence, political and ter-
ritorial' for the Filipinos. He would,
he says, treat them precisely as
the Cubans were treated, and favours
'making the promise to them now to
take such action as soon as it can
prudently be done.' Naturally many
American papers are kicking against
this last declaration, and the New York

Times, which took the lead in advocating
Judge Parker's nomination, bears the
announcement with 'a feeling of regret
and disappointment.' Down in the
islands where the Filipino is known
better Judge Parker's views are not
likely to be applauded. The cry of the
Philippines for the Filipino has been
raised there too early. It even startled
those who realise what blood has been
spilt to get possession of the archipelago.
They want to be bosses a little while
longer; then the little brown brother
can have his turn. If he took up the
reins now, he would probably drive the
whole team and coach to destruction.
There is not much difference between
the positions of the two candidates on
the subject, however, only one would
promise a lot 'now,' whilst the other
would not.

LOCAL AND COAST NEWS.

To-night, at the Sanitary Institute, Dr
Macfarlane will deliver the opening lecture
of the season at 9 o'clock. The lecturer
has chosen for his subject 'Mechanical
Physic' which will be followed by a lecture
on 'Natural Forces' on Tuesday evening.

Quarantine Restrictions.

The Colonial Secretary has received a
telegram from the Secretary to the Govern-
ment of India to the effect that plague re-
gulations against Hongkong have been
withdrawn at all Indian ports.

'Making Things Hum.'

An American man-of-war's-man, named
Braun, from the *Chauncey*, set out to
'make things hum' in a Chinese shop
in Wellington Street last night. After
giving the shop keeper a bad fright by the
way he was handling a bottle of samshu he
set out to break up the shop and soon
succeeded in doing \$10 worth of damage.

At the Magistracy this morning he was
fined \$3 for his conduct and ordered to pay
\$12 compensation to the shop keeper.

A Land Slip

A land slip occurred in the vicinity of
the filter beds above Bowen Road yester-
day, resulting in the death of one coolie
and serious injuries to another. The men
were employed working near the filter
beds and appear to have undermined a
bank and then sat down toiffin almost
immediately underneath it. While they
were eating the bank fell down and they
were badly crushed. They were both
taken to the Government Civil Hospital
without delay, and one of them subse-
quently succumbed to his injuries.

Band at King Edward Hotel.

By kind permission of Lt.-Col. Ire-
monger and Officers, the Band of the 93rd
Burma Infantry will play the following
programme of music at the above Hotel,
during dinner, this evening (weather
permitting):—

March.....The Stars and Stripes
and 'for Ever'.....Souza
Overture.....'Romantic'.....Kaler Bela
Selection.....'The Orchid'.....Ivan Caryll
Cornet Solo.....'Oraide Song'.....Lango
Selection.....'Reminiscences of all
Nations'.....Godfrey
Valz.....'Sagittario'.....Corbin
Mazurka.....'La Comtesse'.....Translatour
GOD SAVE THE KING.

Band at Kowloon Hotel.

By kind permission of Lt.-Col. Ire-
monger and officers, the Band of the 93rd
Burma Infantry will play the following
programme at the Kowloon Hotel, during
dinner, to-morrow evening, (weather
permitting):—

Mech.....Soldiers of the King 'Hewitt
Overture.....Der Koenig's Lieuten-
ant.....Tilt
Selection.....'The Torador'.....Ivan Caryll
Dance.....'Dulce'.....Tovey
Selection.....'A Chinese Honey
moon'.....Talbot
Valz.....'Sevilla'.....Matador
Cake Walk.....'Jolly Negroes'.....Bergor
GOD SAVE THE KING.

Return of Consul-General Scott.

We are pleased to learn that Mr Con-
sul-General James Scott, who went Home
on leave in ill-health, has made an excel-
lent recovery during his stay among the
Scottish Highlands, and that he con-
templates returning to his post, at Canton
about the month of November. Mr Scott
is one of the ablest of our Consular Staff in
China, and his return to Canton will be
welcomed by the commercial community of
Hongkong, by whom his departure was
deeply regretted at the time. As a keen
supporter of the railway between Hong-
kong and the capital of the Kwangtung
Province, Mr Scott may be trusted to ex-
ercise whatever influence he can bring to
bear in favour of the immediate promotion
of this railway, without which the future
of Hongkong may be seriously endangered.

RHEUMATISM is a stubborn disease.

It is a disease that is not cured by any
of the many remedies that are sold, and
which is a general family affliction and not only
does it quickly relieve rheumatic pains but it
also cures lame back, stiff neck, soreness of
the muscles and stiffness of the joints. It
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ALIVE!

The Chinese Admiral Ting, it was long ago reported, committed suicide after his defeat by the Japanese at Wei-hai-wei. He is now, on the 4th, a military prisoner at Kwang-shi. The question that will occur to those of us who remember the day of 'Poor Old China' is, 'Who saw him die?' and query with answer may be formulated thus:

'Who saw him die?'

'I,' says the writer, 'with my big eye, I saw him die!'

'At Wei-hai-wei?'

'There is no such 'I' about this, that no wonder the report should turn out to be 'all his L'—Punch.

NEW SURVEY SHIP.

Ready For Launching.

The Hongkong and Whampoa Dock Company has completed the building of a survey vessel for the United States Coast and Geodetic Department, and the launch will take place to-morrow at 8.30 o'clock. The new vessel has been named the *Fathomer* and in her fresh white paint she looks a perfect picture as she lies on the ways at the dock, from which she will be released in the morning.

The *Fathomer* is a steel vessel, with single screw. She is the first vessel to be built here under Lloyd's special survey, and she is of the 100 A1 class.

Her dimensions are:—Length, over all, 152 feet; between perpendiculars 144 feet; breadth, moulded, 25 feet; and depth, moulded, 12 feet 8 inches. She is fitted with compound surface condensing engines, the diameter of the cylinders being 17 inches and 38 inches, and the length of stroke 24 inches. Her boilers are of mild steel and are of the cylindrical return tubular type. The length is 10 feet, diameter 15 feet 3 inches, and the working pressure is 150 lbs. to the square inch.

She has two gun-mounts and four decks, viz., main deck, lower deck, forecastle deck and bridge deck. She is fitted with many valuable instruments for the survey work she is to undertake, and she has a fine drafting room with the necessary instruments on the bridge deck. Electricity has been installed throughout the ship for lighting purposes.

CHARGE OF MANSLAUGHTER.

The Quarry Bay Case.

Thomas Hynes, aged 36, an overman, employed at Quarry Bay, was charged on remand at the Magistrate's Court this afternoon before Mr. J. H. Kemp, with that he did kill and slay a Chinaman named Cheung Sze, on September 23.

Inspector Dymond conducted the case for the police, and Mr. H. J. Gudge appeared for the defence.

Dr. Hunter, medical officer in charge of the Government Civil Hospital, stated that on September 21 he examined the body of Cheung Sze. He held a post mortem examination on the body and found the cause of death to be a rupture of the spleen. This might have been caused by a blow of the fist. The spleen was enlarged.

By Mr. Gudge—Enlarged spleen, of a similar kind, was frequently found in the case of Chinese who died from ordinary causes. Enlargement was brought about through climatic influences and was more common here, or in other hot countries, than in Europe. In the case of the deceased the spleen was about double its ordinary size and was brittle as a result of the enlargement. Chinese suffering from enlarged spleen frequently became very pale and emaciated. There were no bruises on the deceased's body. The rupture could not have been caused by muscular action. The deceased was a muscular man and was not emaciated. Witness could not say whether the rupture would have been caused by a slight poke in the side, but it would not have taken a very heavy blow to cause it. The rest of the deceased's internal organs were healthy. Moving the deceased in a ricksha probably hastened his death but it would not have been possible to treat him on the spot.

By Inspector Robinson—If the deceased had been struck an ordinary blow a few hours before death a mark would not necessarily remain. The deceased's brother said that he accompanied the deceased when he was taken away from Quarry Bay. He died on the way. The deceased was first put in an ambulance but this broke down and he had to be transferred to a ricksha.

Li Chow, an earth cooler employed at the Quarry Bay wharf, said that he knew the deceased. He was working with him on the date in question. Between 4 and 5 p.m. the deceased was working and the defendant came up to him and said 'faisce'. The deceased did not understand him and the accused struck him on the side. The deceased sat down and witness lifted him up, with the assistance of another man, and took him to the office. When witness and the other man lifted the deceased up the defendant struck him again. Witness was only a few feet away when the first blow was struck and was working at the time.

Thomas Grimshaw, said that he saw the deceased when he was brought to the office by the last witness. He spoke to the deceased, who made a statement, bathed him with hot water and gave him some whisky and water. The deceased said that he felt pain on the left hand side below the ribs and it was there that witness bathed him. At this stage the further hearing of the case was adjourned until Monday afternoon.

SPORTING NOTES.

THE GYMKHANA.

The Hongkong Gymkhana Club will make another attempt to hold their fourth meeting at Happy Valley to-morrow. The weather conditions promise to be favourable this time and a well-attended meeting should result. The band of the 1st Battalion of Sherwood Foresters will play a well-arranged programme of music, which should be an additional factor in inducing residents to attend. From a glance at the programme it would appear that there will be no fault to find with the sport. Six events, including the Challenge Cup, are to be decided and a start will be made with the O. S. Cup, a mile and a quarter flat race. Eight China ponies have entered for the race and *Little Momo* carries the top weight, 11st. 2lbs. *Pandur* is awarded 11st. 1lb.; *Grafton* has 11st. while *Omne* More has only 10 st. 2 lbs. Despite *Little Momo's* weight handicap, the cardinal jacket should show in front at the finish, although *Grafton* can be relied upon to battle the race out with Mr. Brutton's pony. A heavy course will be favourable to *Little Momo*. The hurdle race—Walton Cup—has attracted five entries. The most handy pony appears to be the Hon. W. J. Gresson's *Glenburn*, with an impost of 10 st. 13 lbs. The blue and silver should lead *Muscad* home. The Ladies' Nomination competition should be a mirth-provoking item, as should the Distance Handicap. The Gymkhana Club Challenge Cup has half-a-dozen entrants and opinion as to the winner appears to be fairly well divided between *Little Momo*, *Desert King* and *Grafton*. We think the distance too great for Mr. Potts' pony. On a hard dry course he would run well and probably win, but on a track that is at all heavy the last two hundred yards are a right incline, with 11st. 3 lbs. up, would probably prove too much for the Blue and White. The race seems to lie between *Little Momo*, and Mr. Master's *Grafton*. Although *Grafton* has five pounds the best of weights Mr. Brutton's pony has many admirers and it is likely that she will win. The Gymkhana will conclude with a steeplechase dash, but as the weights are not yet published it is useless to attempt prognostications.

ASSOCIATION FOOTBALL.

The six-a-side football matches now well in progress. So far seven matches have been played, but the play is not yet up to the usual standard. With each succeeding match, however, the men are getting into better form and in the last two matches the result has been a draw. The play has not yet gone beyond the others, and the players for the Club's first team will be easy to pick. The unbeaten teams are Gray's, Sandford's, and Knyvet's and Rutherford's. Gray's half-a-dozen have won both their engagements; Sandford's and Chand's men have won their first match, while Rutherford's and Knyvet's teams have played draws. Sandford's team should defeat Knyvet's when they meet on Monday next. A good game should be the result of the meeting of Chand's and Gray's teams on Tuesday next. The positions of the teams are as follows:

Gray's 2 0 0 4
Sandford's 1 1 0 2
Chand's 1 1 0 0
Knyvet's 2 0 0 2
Rutherford's 1 0 0 1
William's 2 0 1 1
Aldrich's 2 0 1 1
Boyer's 2 0 2 1

A win or draw 2 points and a draw 1 point. A practice match between the following eleven, chosen from the Hongkong Club, will take place to-morrow at Happy Valley, commencing at 4.45 p.m.

C. Penman, E. F. Ascutt, H. C. Gray, C. G. Heston, W. L. Williams, Macpherson, J. N. Humphrey, R. N. H. S. Kennedy, H. L. Garrett, F. C. Hall and E. G. May.

G. B. Macdonald, G. C. de Marthi, A. O. Brown, H. S. Bevan, N. S. Brown, J. Clark, R. Henderson, E. Humphreys, J. Wemyss, J. D. Harris and P. K. Knyvet.

A Captain's Cup and Pool were played last week end. Captain G. H. Nugent, R. A., being successful in both. The first three men in the Captain's Cup were—Captain Nugent, 14—15—79; Mr. C. M. G. Burns, 82—80—82; and Dr. L. E. Darnell, R.N., 98—10—82. The same three filled the same places in the Pool with scores of 92—15—77, 82—2—89, and 98—16—82 respectively. Golf has a large following here; no less than 34 competitors entered for the Cup and 28 for the Pool.

The Draw for the Cup is now almost completed; two games only require to be played. Mr. C. W. May has yet to play Mr. J. Johnstone for the semi-final, and the winner will meet Mr. C. A. Parker in the final. Mr. H. C. Sandford was defeated by Mr. Parker in the semi-final round.

The final in the Professional Pairs is to be played between Messrs. Parr and Burnie and Forrest and Smith.

The Committee elected to deal with the preliminary arrangements of the Kowloon Cricket Club are enthusiastically carrying out their labours. At an early hour this morning they were inspecting King's Park and finally selected a site for the use of which they are to apply to the Governor. Mr. F. Lamm, architect, has offered to give his services in laying out the ground, a generous offer which will be availed of.

A meeting in connection with the Hongkong Cricket League will be held this evening to arrange fixtures for the season.

The match arranged by the Craigiepower Club—Captain's Eleven v. Vice-Captain's Eleven—for last Saturday, is to take place to-morrow. Teams will be picked on the ground at 2.30 p.m.

On the Cricket Ground to-morrow the Hongkong C. Club's First Eleven will play 'All-Comers' commencing at 11.30 a.m.

The following will play for the 1st Eleven—Messrs. R. E. O. Bird, Major A. A. O. Chester, J. T. Dixon, W. E. Dixon, Capt. P. G. Davies, R. Hancock, H. Hancock, Lt. P. M. Heath, T. E. Pearce, T. Sercom, Bo Smith, and A. G. Ward.

The Hon. Dr. Atkinson will captain the 'All-Comers'.

News has been received from the Singapore Cricket Club that the following will form part of the Straits Team—Capt. R. I. M. Barret (M. S. Guide) Messrs. J. G. Macgregor, V. L. Parsons, R. B. Rees, C. W. H. Cochrane and M. H. Whitley. It is hoped that Capt. H. L. Talbot will also be able to get away. The present intention is for the team to leave Singapore by the German Mail of November 1st.

RIFLE SHOOTING.

The first of the Interport teams to shoot off in the Annual Rifle Match between Hongkong, Shanghai, Singapore and Penang, has been Shanghai. Mr. Mowbray, B. Northcote has received a telegram from the total score of the Shanghai team as 908. As there are ten men in the team

the average per man is 90.8, which, as the possible is 105, must be considered as good marksmanship.

The Hongkong team will probably shoot on October 12.

To-morrow the usual sports competition of the Hongkong Rifle Association will be held at 2.30 p.m.

The following gentlemen are particularly requested to attend for practice to-morrow, Messrs. Parker, Lapsley, Davis, Lamont, Dunhill, Macdonald, Watson, R. Penning, R. W. Penning, Andrews and Thornhill.

In Shanghai there were no less than 54 entries for a rifle shooting competition—The Arcthusa Cup. Fifty-two of the entrants shot at the three ranges—200, 300 and 400 yards—the other two being the Cup was won by Inspector Wilson. Sergeant Johnston being second with the same total. As Inspector Wilson scored more than Sergeant Johnston at the 400 yards he was placed first. The decision was in accordance with Bisley rules.

Training has been going on steadily at the V.R.C. during the past week, but nothing exceptional has been done. A Challenge crew is in training, but the final decision as to the men has not yet been arrived at.

The finals in the bowling competitions at present being contested by the Kowloon Bowling Club are to be played off to-morrow, at 3.30 p.m.

TENNIS AT THE DOCK.

For some time past a tennis tournament has been in progress at the Kowloon Docks for a handsome silver cup, presented by Mr. J. W. Graham, Superintendent Shipbuilder, and a silver cigarette case. The tournament took the form of a mixed doubles' handicap, the cup to go to the lady and the cigarette case to go to the gentleman.

The semi-finals resulted as follows:—Mrs. Crawford and Mr. Henderson (separately) beat Mrs. Pittcock and Mr. Purvis (also separately) 6-2, 6-5.

Mrs. Neave and Mr. Davidson (receive 10) defeated Mrs. Henderson and Mr. Squair (also separately) 6-0, 6-0.

The final between Mrs. Crawford and Mr. Henderson and Mrs. Neave and Mr. Davidson will be played next week, probably on Wednesday.

INTERCEPTED LETTERS.

HONGKONG, October 7.

DEAR BETTY,

Of all the bibles enumerated in the human branch of zoology the deliberate Bachelor is the most unreasonably and selfish. Unreasonable, because he deprives himself of conjugal bliss, domestic comforts, and the prospect of being cheered and cared for in his old age by family of loving children. Selfish, because the broad-winged arrangements, being entirely framed for man's convenience alone, he refuses to support a wife.

I have often wondered why it is that there are so many men in this Colony who take their coffee and roll in the morning, and who, when going to the office, leave behind them an empty room, or house, with no one there to long for their return or bless them upon their departure, and I think it will greatly surprise you to know that the main reason I can find as being the cause of our 'Bachelor Kingdom' is the want of Religion.

With the exception of very few both members of the British Community of this Colony have no Religion at all, except that of Mammon and Pomp.

Mammon and Pomp, the gods they adore, are the great hindrances to marriage, and the devotion to them easily explains your trouble of the Bachelor long to be 'One' of the selected few of their circle and to draw the corresponding salary to keep up the show that the 'One of us' style demands, and the consequence of this is that in waiting to reach that 'One of us' stage, the Bachelors either become so accustomed to their solitary life that they do not want to change their system of living, or if they do marry, marry at an age when they are of no longer use to the State.

How great Waldeck-Rousseau's words sound: 'Je ne reconnais aucune aristocratie, pas plus celle de l'opinion que celle de la naissance.'

I do not recognize any aristocracy, neither that of opinion nor that of birth, and I often think that if people would come round again to those days when each new arrival had to call on the Residents, not for the sake of enabling them to find out who he is and what he intends doing, but for the sake of making him feel at home and amongst friends, we should perhaps find that young fellows in this Colony would not go about saying that they would never marry a Colonial girl; but would instead make it their business to marry as soon as they could afford to do so, marrying one of the Colony's fairest.

Religion is the only power that will do away with the false pride existing in this Colony, and bring about that sense of duty in each man that:

By law of Nature we are bound to marry. That ours may live, when we ourselves are dead.

If, as the preacher says, the British Empire exists by the will of God, and if the British Empire can only be governed and maintained by British People, I think it behooves the British Community of each Colony to help as much as possible in encouraging marriage, thus providing a future population to carry on the work they have begun.

The prolific mothers of Britain have done their best for the Empire, but the supply, even there, will be exhausted some day. If the British Race is to away over the Empire of over 400,000,000 inhabitants, it is preposterous to think that it will constantly be able to draw its supply of labour from Great Britain, and unless the Colonies take to replacing their vacancies caused by death and keeping up the rule that the predominant white population of a British Colony must be British, it is clear that sooner or later the Colonies will fall into the hands of the race which will become the predominant partner in the keeping up of the Colony.

But to come back to our 'Dot in the Ocean.' Everything can easily be arranged here if we will only impress upon our minds what Isaac Barrow said in his Historical Sermon of 1671. Barrow said:

'That distinction which thou standest upon, and which seemeth as weak, between thy people and these, was but a mere whimsey that came! Whether tends it? It is not any wise natural, or according to primitive design. Inequality in things were the by-blows of our guilt; sin introduced these degrees and distances; it degraded the names of rich and poor, it forced these two species of restless war, and these strife among men, and created so much mischief in the world.'

Religion would do away with this distinction but... Hubby calls me, Good night—Yours,

NELL.

THE SILVER AND CURRENCY PROBLEMS.

The Scotsman of Sept. 5 thus writes editorially on the silver question, which is of extreme interest here:—Problems relating to silver and currency are once more beginning to bulk largely in financial discussions. The question has again been raised as to what is to be done with China; Mexico seems to be wavering between this and that plan for giving greater stability to the exchange; there is talk of the Argentine Government introducing some reform into the national currency; complaints are made in certain high financial quarters regarding the working of the gold standard in India; efforts are contemplated by the Spanish Government to get rid of the embarrassingly heavy gold premium, and it is recognized that, sooner or later, something will have to be done to reform the currency and banking system in the United States. In all these cases the issues raised have an intimate bearing on the future of silver, but perhaps in none is this so more than in the case of Mexico. That country has now become the greatest producer of the white metal in the world, having at last got ahead of the United States in this respect. In 1903 the output amounted to the unprecedented total of 60,000,000 ounces, being upwards of 38 per cent. of the aggregate—namely, 166,000,000 ounces—for the whole world. That is nearly double the output in 1891, when it amounted to 33,400,000 ounces. How great a part silver plays in the financial and economic affairs of the country is illustrated by the fact that silver forms 25 per cent. of the total value of the exports. It will, therefore, be readily gathered from this one fact alone how greatly Mexico is dependent on the fortunes of the white metal and to what an extent her interests must be affected by its further depreciation. As silver is the basis of the national currency, the fluctuations which occur in its value are at once reflected in the exchanges with gold-using countries.

This is recognized by the Government to be in many ways a source of no little embarrassment. On the other hand, immense strides have been made by the national industries and commerce under the silver regime, and the Government finances have year by year attained to a more prosperous and solid basis. A currency system under which so much has been successfully achieved cannot be expected to be lightly discarded for another, or without balancing very carefully the probable advantages and disadvantages of a change. The question is one that has absorbed the close attention of the Government, but no decision has apparently been yet come to on the subject of the recommendations made by the Mexican National Currency Committee. It has from time to time been proposed to establish a gold standard. That, however, would be a dangerous experiment, and fraught with too great risks to warrant its being adopted offhand. Indeed, it is doubtful, were a measure for the purpose brought before Congress, if it would be adopted in face of the opposition which would be offered, not only by the great silver interest, but by the agricultural interests, the latter claiming that a low exchange is of direct benefit to them, while the former would see in the introduction of a gold currency another blow dealt at the value of silver.

The National Monetary Commission were averse to the immediate introduction of the old standard, and advised by preference a system on the model of that introduced into the Philippines by the United States Government. Thus it proposed the coinage of new dollars which were to be introduced into the circulation and maintained at a parity with gold at a fixed ratio. In order to facilitate this operation, it would be necessary, as in the case of the United States and India, to close the mints to the free coinage of silver. As to the question of the ratio, this was to be determined by the average gold price of the Mexican dollar in the foreign markets during the ten years immediately preceding the adoption of the new standard. In order to preserve the parity between the two metals it was recommended to issue gold until the silver dollars circulated at a parity with the gold dollars. It was also proposed that in the event of silver rising in price, thereby enhancing the dollar to over the parity with gold, silver dollars should be withdrawn and redeemed, and the gold standard introduced with force and the metal, which should be made the future medium of exchange, it is extremely doubtful if silver would so rise in value when it became known that its maintaining a parity with the yellow metal, it would be to a large extent demoted, and withdrawn from circulation. The probability rather is that a somewhat commodity it would suffer a further depreciation as it has never failed to do in the like circumstances. As Mr. Con-ley points out in his last Report on the Trade of Vera Cruz for 1903:—'The most striking feature in the whole record of silver is its steadily widening gulf between the coinage value and the market value, the coinage value of silver to-day being more than two and a half times the market value at the average price of the coinage of that metal, which should be made the future medium of exchange, it is extremely doubtful if silver would so rise in value when it became known that its maintaining a parity with the yellow metal, it would be to a large extent demoted, and withdrawn from circulation. The probability rather is that a somewhat commodity it would suffer a further depreciation as it has never failed to do in the like circumstances. 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Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

named:-	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	<i>Bentley</i>	October 8th	See Special Advertisement
LONDON & ANTWERP, via	<i>Japan</i>	About 13th	Freight and
Suez, PANG, OCHO, AND	<i>E. P. MARTIN, R.M.S.</i>	October.	Passage.
PORT SAID			
SHANGHAI	<i>Banco</i>	About 25th	Freight only.
	<i>J. H. FERGUSON</i>	October.	

For further Particulars, apply to E. A. HEWETT, Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, October 4, 1904.CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.
Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.
SAFETY—SPEED—PUNCTUALITY.

Express Twin Screw Steamships—8,000 Tons—10,000 Horse power—Speed 19 knots.

Sailing 3 to 7 Days across the Pacific.

P. & O. S. N. Co.'s Office, Hongkong, October 4, 1904.

R.M.S. *ATHLETIC* 3882 Tons, Wednesday, Oct. 12, 1904.R.M.S. *EMPEROR OF CHINA* 6000 Tons, Wednesday, Oct. 19.R.M.S. *TARTAR* 4425 Tons, Wednesday, Nov. 2.R.M.S. *EMPEROR OF INDIA* 6000 Tons, Wednesday, Nov. 16.R.M.S. *EMPEROR OF JAPAN* 6000 Tons, Wednesday, Dec. 14.

Hongkong to London, 1st Class, via St. Lawrence £40, via New York £62.

Intermediate or Steamers, £40, via New York £42.

and 1st Class Rail, £40, via New York £42.

THE magnificent 'EMPEROR' STEAMSHIPS passing through the famous IN-

LAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VAN-

COUVER (B.C.) in 12 DAYS, and make connection with the PACIFIC OVER-

LAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT

CHANGE.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval,

Military, Diplomatic and Civil Services, and to European Officials in the Service of

China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage,

apply to D. W. CRADDOCK, Acting General Agent, PRINCE STREET.

Hongkong, September 21, 1904.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE
BETWEEN HONGKONG, SOUTH CHINA
COAST PORTS AND FORMOSA.PROPOSED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
TAMU, Via SWATOW	<i>PRITHOOR</i>	SUNDAY, 9th
AND AMOY,	<i>Capt. H. A. HAROLDSON</i>	Oct. at Daylight.
HOOGH, Via SWATOW	<i>TRIUMPH</i>	WEDNESDAY,
AND AMOY,	<i>Capt. A. HANSEN</i>	Oct. 12, at Daylight.
TAMU, Via SWATOW	<i>M. STRUVE</i>	SUNDAY, 16th
AND AMOY,	<i>Capt. T. BRANDT</i>	Oct. at Daylight.

ON account of the present state of political affairs, all the Company's new Steamers
have been requisitioned for Transport Service, and the above named chartered
Steamers have been secured instead for maintenance of the Company's Coastal Services.
As soon as the state of Affairs permit the Company will resume running with its special-
ly designed new Steamers.For Freight, Passage and further information, apply at the Co.'s local Branch
Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, October 4, 1904.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN,
MOJI, KOBE & YOKOHAMA; FOR PORTLAND, OREGON,

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP.

Tons.

CAPTAIN.

To SAIL ON.

NIOCOMEDIA 4370 WAGNER Oct. 10, 1904.

NUMANTIA 4370 Oct. 27, 1904.

ARABIA 4483 BAELE Nov. 19, 1904.

ARAGONIA 5198 SCHULDT Dec. 13, 1904.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian
and United States Ports. For through rates of Freight and further information,
communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, September 29, 1904.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers.

Tons.

Captains.

To Sail.

LYRA 4417 G. V. Williams About Oct. 20

Cargo only.

FOR MANILA.

The largest, steadiest, and most comfortable steamers for Manila.

GREAT FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. *Shanwei* and *Tremont* have just been fitted with very superior

Accommodation for First and Second Class Passengers. The large size of these vessels

ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laun-

dry. Cargo carried in hold stowage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA

For further information, Apply to

Dodwell & Co., Limited,

GENERAL AGENTS,

QUEEN'S BUILDINGS,

Hongkong, September 24, 1904.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOLTAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	<i>JARON</i>	11th October.
GLASGOW AND LIVERPOOL	<i>AGAMEMNON</i>	22nd October.
GLASGOW AND LIVERPOOL	<i>PYRRHUS</i>	27th October.
GLASGOW AND LIVERPOOL	<i>YANGTZE</i>	29th October.

HOMEWARDS.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON, AMSTERDAM AND ANTWERP	<i>PATROCLOS</i>	11th October.
* GENOA, MARSEILLES & LIVERPOOL	<i>ACHILLES</i>	22nd October.
LONDON, AMSTERDAM & ANTWERP	<i>PINGOUIN</i>	26th October.
LONDON, AMSTERDAM & ANTWERP	<i>ULYSSES</i>	8th November.

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS VIA	<i>YANGTZE</i>	1st November.
NAGASAKI, KOBE & YOKOHAMA		

For Freight, apply to

BUTTERFIELD & SWIRE,

Agents.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	<i>WONGTUNG</i>	8th October.
MANILA	<i>TEAN</i>	11th October.
AVOY MANILA, ILO LO & CEBU	<i>SUNGKIAN</i>	11th October.
NINGPO AND SHANGHAI	<i>WHAMPOA</i>	12th October.
SWATOW, CHEFOO & TIENTSIN	<i>CHIANG</i>	14th October.
PORT DARWIN, THURS-		
DAY ISLAND, COOK TOWN,	<i>TAIYUAN</i>	27th October.
CAIRNS, TOWNSVILLE, BRISBANE,		
SYDNEY and MELB URNE		

The attention of Passengers is directed to the Superior Accommodation offered

by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table.

A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand and other

Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, to Manila and

Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, October 7, 1904.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steam-

ers between Hongkong and Manila—Saloon amidships—

Electric Light—Perfect Cuisine—Surgeon and

Stewards carried—All the most up-to-date arrange-

ments for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.

Tons.

Captains.

For

Sailing Dates.

RUBI 2540 R. W. Almond Manila Direct Oct. 8, at 10 a.m.

ZAFIRO 2540 R. Rodger Manila Direct Oct. 15, at 10 a.m.

For Freight or Passage, apply to

Shewan, Tomes & Co.,

General Managers.

Hongkong, October 1, 1904.

SOUTH AFRICAN LINE OF
STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to

DURBAN, NATAL.

THE following Chartered Steamers will run at intervals of about 3 Weeks:

S.S. *SWANLEY* ... Captain J. P. DAWSON.S.S. *COURTFIELD* ... J. W. MARTIN.S.S. *ORANLEY* ... W. E. STRIKE.S.S. *IKBAL* ... M. ROBERTSON.S.S. *ASCOT* ... C. E. COX.S.S. *WREDDAN* ... T. M. MILNE.S.S. *LUTULAN* ... J. G. WILLIAMSON.S.S. *INKULAN* ... E. S. PEARSE.The next departure will be the s.s. *COURTFIELD*, sailing from here on

SATURDAY, the 8th October, via Chin-Wan-Tao, taking Cargo for DURBAN.

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, September 28, 1904.

AUSTRIAN NAVIGATION COMPANY.

STEAM FOR

FIUME and TRIESTE Direct, Calling at

SINGAPORE, PENANG, CALCUTTA,

COLOMBO, ADEN, SUEZ AND

PORT SAID.

(Taking cargo at through rates to the

BRITISH, to SOUTH AFRICA, RED SEA,

BLACK SEA, LEBANT, VENICE and

ADRIATIC PORTS.)

THE Company's Steamship

TRIESTE

will be despatched

above on SATURDAY, the 29th Inst.

p.m.

This Steamer has capital accommodation

for Passengers, Electric Light and carries

a Doctor.

For information as to Passage & Freight,

apply to

SANDER, WILMER & Co.,

Agents.

Princo's Building,

Hongkong, October 4, 1904.

1510

Shipping.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH AND
LONDON.Through Bills of Lading issued for DATA,
VIA, PERSIAN GULF, CON-
TINENTAL, AMERICAN AND
SOUTH AFRICAN PORTS.THE Steamship *BENGAL*, Captain
G. PHILLIPS, carrying His Ma-
jesty's Mails, will be despatched from
this for BOMBAY, on SATURDAY, the
8th October, at Noon, taking Passen-
gers and Cargo for the above Ports in con-
nection with the Company's s.s. *India*,
7,811 tons, from Colombo. Passengers' ac-
commodation in which vessel is secured
before departure from Hongkong.
Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo into the mail
steamer proceeding direct to Marseilles ex-
London; other cargo for London, &c., will
be conveyed from Bombay by the R.M.S.
Arabia, due in London on the 21st Novem-
ber, 1904.
Parcels will be received at this Office
until 4 p.m. the day before sailing. The
contents and value of all packages are
required.

For further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, September 24, 1904.

1744

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

FOR SWATOW.

THE Company's Steamship

THALES

Captain GROW, will be despatched for

the above Port on SATURDAY, the 8th

Inst., at 2 p.m.

For Freight or Passage, apply to

DOUGLAS LAFFRAK & Co.,

General Managers.

Hongkong, October 6, 1904.

1824

COMPAGNIE DES MESSEGERIES

MARITIMES.

PAQUEBOTS POSTES FRANCAIS.

NOTICE.

STAM FOR

SAIGON, SINGAPORE, RATAVIA,

COLOMBO, PONDICHERY, CAL-

CUTTA, BOMBAY, ADEN, DJIBOUTI,

EGYPT, MARSEILLES, MEDITER-

RANEAN AND BLACK SEA PORTS.

LONDON, HAVRE, BORDEAUX.

Also

PORTS OF BRAZIL & RIVER

PLATE.

ON TUESDAY, the 18th October,

1904, at 1 p.m., the Company's

Steamship *SALAZIE*, Captain MEOBE,

with MAIL, PASSENGERS, SPECIE,

AND CARGO, will leave this Port for

MARSEILLES, via Ports of Call, without

stoppage.

This Steamer connects at COLOMBO with

the Australian Line s.s. *Caledonia* bound

for MARSEILLES via BOMBAY and ADEN.

Cargo and Specie will be registered for

London as well as for Marseilles, and ac-
cepted in transit through Marseilles for the
principal ports of Europe.

Shipping Orders will be granted till

Noon only on MONDAY, the 17th October.

Specie and Parcels received until 4 p.m.

on the same day. No Cargo will be re-
ceived on board on TUESDAY.

Parcels are not to be sent on board

they must be left at the Agency's Office.

Contents and value of Packages are re-
quired.

For further particulars, apply at the

Company's Office.

L. BRIDOU,

Acting Agent.

Hongkong, October 5, 1904.

1814

STEAM TO CANTON.

THE new Twin Screw Steel Steamer

KWONG OHOW

1,309 tons, ... Captain J. F. MARTIN.

KWONG TUNG

1,238 tons, ... Captain H. W. WALKER.

Leave HONGKONG for CANTON at 8.30

Every Evening (Saturday excepted).

Leave CANTON for HONGKONG about

5 o'clock Every Evening (Sunday ex-

cepted).

These fine new Steamers have unex-

celled accommodation for First Class

Passengers and are lit throughout by

Electricity.

Passage Fare—Single Journey, \$4.00.

Meals ... \$1.00 each.

The Company's Wharf is a strong and

West of the Harbor Master's Office.

